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48. The suspension system for a bicycle as in claim 35, wherein a most forward pivot point of the rear suspension is located rearward to the longitudinal axis of the seat tube.

49. The suspension system for a bicycle as in claim 35, wherein the seat tube is a continuous seat tube and a lower end of the continuous seat tube is connected to the down-
tube,

wherein the continuous seat tube is at least substantially straight and aligned with the longitudinal axis of the seat tube, and

wherein the continuous seat tube is contiguous and uninterrupted between the lower end of the seat tube and an upper end of the seat tube which is sized and configured to receive a seat post.

50. The suspension system for a bicycle as in claim 35, wherein the longitudinal axis of the seat tube extends tangentially relative to a most forwardly intrusive position of the rear wheel and the rear suspension when the rear suspension is under full compression.

51. The suspension system for a bicycle as in claim 35, wherein the longitudinal axis of the seat tube extends within a region of biomechanical efficiency, the region of biomechanical efficiency having a bottom boundary defined by a longitudinal axis of a top tube of the frame, a front boundary defined by a line that is 5° from vertical passing through the axis of the bottom bracket and 85° from the horizontal plane, a rear boundary defined by a line that is 30° from a vertical plane passing through the axis of the bottom bracket and 60° from the horizontal plane, and a top boundary defined by a line formed by the intersection of the frame and a horizontal plane that includes a point defined by an intersection of the longitudinal axis of the top tube and a head tube of the frame coupled to the top tube.

52. A suspension system for a bicycle comprising:

a frame comprising:

a downtube; and

a seat tube disposed along a longitudinal axis, the seat tube including an upper portion sized and configured to receive a seat post, the seat tube allowing at least four (4) inches of adjustability of a position of a seat saddle connected to a seat post along the longitudinal axis when the seat post is disposed in the seat tube;

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a bottom bracket connected to the frame, the longitudinal axis of the seat tube intersects the downtube at a location spaced forwardly of the bottom bracket, the longitudinal axis of the seat tube disposed at an angle between 50° and 75° degrees relative to a horizontal plane passing through the bottom bracket;

a rear wheel;

a rear suspension connecting the rear wheel and the frame, the rear suspension controlling movement of the rear wheel through a range of vertical travel of the rear wheel of at least four (4) inches between uncompressed and compressed positions of the rear suspension;

a rear shock absorber; and

a linkage connecting the rear shock absorber and the rear suspension.

53. A suspension system for a bicycle comprising:

a frame comprising:

a downtube; and

a seat tube disposed along a longitudinal axis, the seat tube including an upper portion sized and configured to receive a seat post, the seat tube allowing at least four (4) inches of adjustability of a position of a seat saddle connected to a seat post along the longitudinal axis when the seat post is disposed in the seat tube;

a bottom bracket connected to the frame, the longitudinal axis of the seat tube intersects the downtube at a location spaced upwardly from the bottom bracket, the longitudinal axis of the seat tube disposed at an angle between 50° and 75° degrees relative to a horizontal plane passing through the bottom bracket;

a rear wheel;

a rear suspension connecting the rear wheel and the frame, the rear suspension controlling movement of the rear wheel through a range of vertical travel of the rear wheel of at least four (4) inches between uncompressed and compressed positions of the rear suspension;

a rear shock absorber; and

a linkage connecting the rear shock absorber and the rear suspension.

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